

1950-1959

1950

Troop I, with headquarters in Rolla, was added to the Highway Patrol in January. The new troop was comprised of Camden, Laclede, Pulaski, Maries, Phelps, Crawford, and Dent counties. The Patrol now had nine troops.

An order was given just before winter that boots and breeches would not be worn. They had been parts of the winter uniform since 1942, and prior to that were worn year-round by road officers.

New weight stations went into operation at Cameron, Dexter, Harrisonville, Matthews, Parkville, Poplar Bluff, and Republic.

1951

This year marked the Highway Patrol's 20th anniversary. While many changes within the department had been made over the years, the basic purpose of the organization remained the same — to enforce the traffic laws of Missouri.

A few of the highlights of 1951 included: all state employees were placed under Social Security on January 1; emergency red lights on patrol cars flashed on and off for the first time instead of remaining constantly lighted; Troop G Headquarters in Willow Springs moved to a new and larger building on the same grounds; and 15 men completed their training at Troop F in December.

The questions of search and seizure and authority of the Patrol off the highways came up again in 1951 when a circuit judge refused to allow gambling devices seized in a raid by troopers to be entered as evidence.

1952

Legislation calling for a driver's license examination program became effective on January 1, but lack of funds kept examinations from be-

ing given until August 1. The Highway Patrol was given the responsibility of implementing the program. Thirty-five officers were trained at the fairgrounds in Sedalia to give driver's license examinations.

Other legislation increased the starting salary of troopers to \$275 per month, and two additional lieutenants were authorized. Forty men received training at the fairgrounds in Sedalia and reported for duty on August 1.

A directive issued in July allowed troopers to wear their shirts unbuttoned at the collar and without a tie when temperatures exceeded 90 degrees. This authorization remained in effect only through the summer.

1953

Hugh H. Waggoner was again appointed superintendent by Governor Phil M. Donnelly. Former superintendent David E. Harrison assumed his previous rank of lieutenant.

The state was divided into two districts for the first time with one field captain assigned to each district. The captains served as a liaison between the superintendent and the troop commanders.

The Patrol's Bureau of Identification and Records was connected via teletype with the major wire news services. The bureau was thus assured a 24-hour flow of information detailing criminal activities, traffic accidents, weather reports, and weather forecasts.



The first driver's license examination training school took place in Sedalia in 1952.

Thirty men completed eight weeks of training on November 25, in Sedalia. This was the first time the department had given recruits eight weeks of training. The number of commissioned officers was now 320.

In April, a contract was awarded to construct a radio repair and storage building at Troop F.

1954

On September 22, at 7 p.m., Colonel Hugh H. Waggoner directed all available troopers to report to the state penitentiary in Jefferson City. A full-scale riot was in progress! Several buildings and vehicles were burning, and hundreds of inmates were running loose. By 11:30 p.m., 265 troopers had arrived at the scene. Approximately 2,000 police officers and Missouri National Guardsmen were on duty by midmorning September 23. The situation was now under control. Three inmates were killed and 21 wounded by gunfire, inmates with a grudge murdered a fourth inmate, and another 29 were injured during the riot. Five buildings were destroyed and two others severely damaged. Members of the Highway Patrol did an outstanding job in helping to quell the riot.

Here are a few firsts for the Highway Patrol in 1954: the first non-black, unmarked patrol cars were placed in service in April (except for the special, white Safety Squadron cars in 1940); 26 of these 30 new light blue vehicles were Ford Interceptors, especially designed for police work. The Interceptors had 161 horsepower engines, larger tires, and heavy duty suspension and seats.

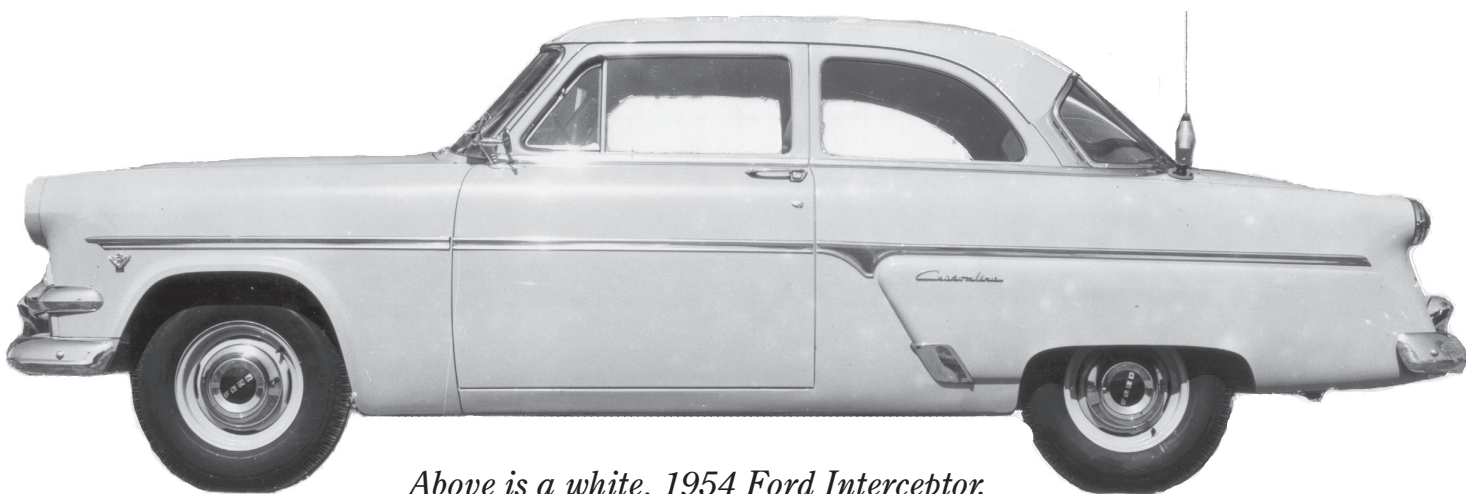


Weight Inspector James D. "Doc" Harris stands at the Kingdom City scalehouse in 1954.

Weight inspectors began wearing new dark brown uniforms in October. Troopers began wearing campaign hats year-round.

1955

On July 26, thirty-six newly trained driver examiners in brown uniforms reported for duty at examining stations in St. Louis County, the City



Above is a white, 1954 Ford Interceptor.



(l to r at the table) State Penal Director Thomas Whitecotton, Major E.I. (Mike) Hockaday, and Prison Warden Ralph N. Eidson discuss plans to quell the prison riot as troopers wait for orders (1954).



Lt. Herbert D. Brigham holds some of the weapons used by convicts during the prison riot in Jefferson City on September 22-23, 1954.



Nearly 300 members of the Highway Patrol were on duty during the state penitentiary riot. Here, prisoners are being taken to F and G Dining Hall, a corner of which is seen in the far right of the photo. B and C halls are in the background.

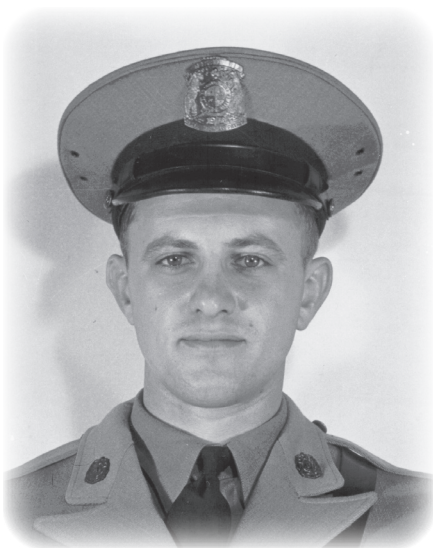
of St. Louis, Jackson County, and Buchanan County. Prior to this, all driver examiners were commissioned officers. License applicants in Kansas City and St. Louis had been examined by officers of the police departments of those cities before the civilian examiners assumed their duties.

After nearly eight years of continuous effort, a retirement system for Patrol and Highway Department employees was created on August 29.

Trooper Wayne W. Allman, 34, died shortly after being thrown from his patrol car on Missouri Highway 35 in Cass County on October 27. Tpr. Allman was en route to an accident when he swerved to avoid an oncoming car, sideswiped a second oncoming car, and then overturned.

Weight stations were placed in a new unit called the Division of Commercial Motor Vehicle Enforcement. One member in each troop was designated the CMVE officer in charge of all weight inspectors and their activities. A staff member, with the rank of captain, was placed in charge of the new division.

The authorized strength of the department was increased from 320 to 355 members. The probationary period of a new officer was lengthened from six months to 12 months. Forty men completed training on November 12 in Sedalia.



Trooper Wayne W. Allman



Tpr. James G. Runkle poses with a 1956 Ford Interceptor.

Also in 1955, a Patrol garage for the installation of special car equipment and minor car maintenance was opened in January at Troop F. In June, the Motor Equipment Division was created. This division would be responsible for the purchase and maintenance of motor equipment. Sergeant Howard H. Schaperkoetter was placed in charge.

Seat belts were installed in all patrol cars before the end of the year.

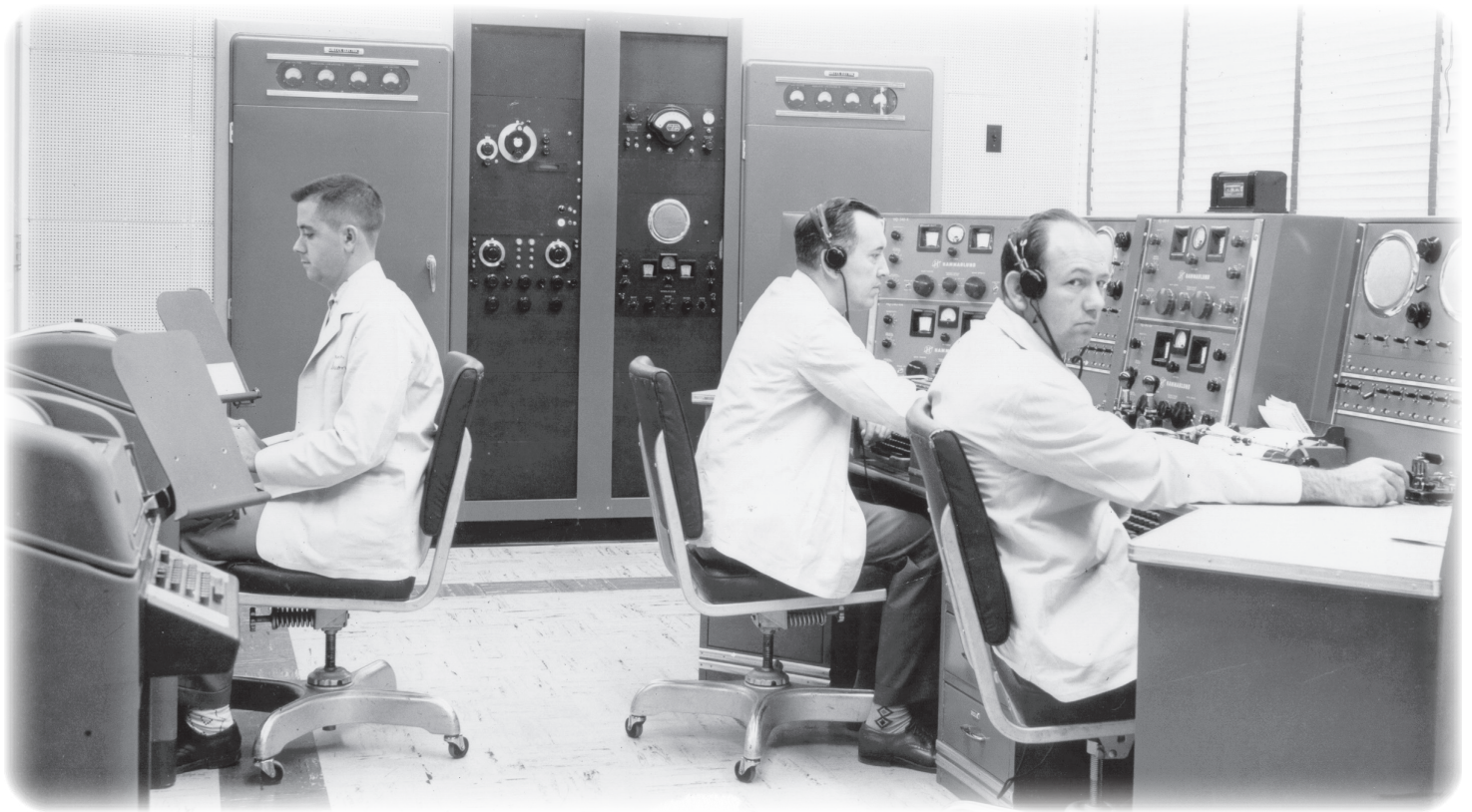
1956

The Highway Patrol was now 25 years old. It had grown from 55 officers to 355 officers and over 200 civilian employees.

The Patrol started a new program in its fleet operation. Bids were taken on 400 cars to be delivered the next year. They would be replaced at 25,000 miles. Prior to this, cars were driven 65,000 miles or more before being replaced. The successful bidder was a Dodge dealer in Columbia.

In June, a radar unit was ordered to check the speed of buses and trucks regulated by the Public Service Commission. Trooper Robert E. Burgess operated the unit in every troop. The straw hat replaced the felt hat during the summer.

In August, Missouri became the first state in the country to bid out the contracts on the newly authorized interstate system. These limited access four-lane divided highways would change the types of accidents worked, laws to be enforced, and enforcement techniques of our officers in the years ahead.



The Troop F radio room in 1957 is pictured.

Eight recruits completed training at Troop F in October.

1957

Incoming Governor James T. Blair reappointed Hugh H. Waggoner as superintendent on February 20.

The Missouri Legislature passed several laws which affected the Highway Patrol. They included: creation of the rank of lieutenant colonel; increasing to two the number of majors; and authorizing an increase in officers from 355 to 455. Major E.I. (Mike) Hockaday was promoted to the rank of lieutenant colonel on October 1, the first officer to hold that rank.

Another statute passed by the legislature listed absolute maximum speed limits for different types of highways for day and night travel. The Highway Patrol had been advocating such a law for some time. Radar units were purchased for each troop.

On July 1, the Trachoma State Hospital in Rolla was turned over to the Patrol to be used as a training school facility for the department.

The Academy was first used for in-service training in the fall 1957. The primary topic of retraining at that time was the new speed limit law.

Four hundred fifty-five 1958 Chevrolet sedans were contracted for late in the year. A new oscillating red light would be mounted on the hood and the siren would be placed on the right, front fender.

In 1957, weight station operations were removed from the Division of Safety and Administration and assigned to the newly created Division of Commercial Motor Vehicle Enforcement.

Communications personnel were given a uniform allowance in September and notified they would soon be required to wear a uniform.

1958

The Highway Patrol Academy at Rolla was a busy place during the year. There were three, 10-week recruit training schools held at the Academy to train 124 men. Three full-time training officers were on staff at the Academy.

Members of the Highway Patrol were given the right of search and seizure on public highways in the state.

Seventy-one civilian driver examiners began their duties allowing 17 uniformed members to return to road duty.

Other highlights of the year: additional radar units were purchased; radio operators began wearing uniforms in April; a new type of straw hat for officers, similar in design to the felt hat, was worn beginning in May; a slapper blackjack was made available in each patrol car that same month; shotguns were mounted on the lower left door pad and rifles on the front floor, parallel to the seat cushion.

1959

State funds were allocated to the Highway Patrol to make training available to the peace officers throughout the state. The first special school for sheriffs was held for one week, starting on September 13. The first two-week basic school for peace officers began immediately thereafter.

One officer from each troop was trained at the Academy to become that troop's first evidence technician. A recruit school was held for 11 men.



Sgt. John H. Barbour, left, and Sgt. Francis A. "Bud" Jones stand in front of a 1959 Dodge patrol car.

The Highway Patrol purchased its first helicopter. Sergeant Bill East was the pilot and the first member to have full-time flying duties. The helicopter was used for manhunts and special events.

A radio frequency that could not be monitored by officers in cars was added. Troop radio operators could communicate with each other without loading up the regular channel.

The Highway Patrol contracted for 1959 Dodges from the Chrysler Corporation. This fleet was unique in that for the first time some of the cars were two-door hardtops.



The Patrol purchased its first helicopter in 1959.